

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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號四月五年七十七百八千一英

HONGKONG, FRIDAY, MAY 4, 1877.

日一廿月三年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTH, Ludgate Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 180 & 184, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUEEN & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HADEN & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manilla, C. HENDERSON & Co., Macao, L. A. DA GRAÇA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOPKINS, Esq.
Deputy Chairman.—F. D. SASSOON, Esq.
E. R. BELLIOS, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. ED. TOBIN, Esq.
Hon. W. KESWICK. A. McIVER, Esq.

CHINA MANAGER.

Hongkong, .. THOMAS JACKSON, Esq.
Shanghai, .. EVERETT CAMPBELL, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 29, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (if not previously disposed of by Private Contract), on

TUESDAY,

the 8th day of May, 1877, at Noon, at his Sales Rooms, Queen's Road,—

All that PIECE or PARCEL of GROUND, Situate at Sow-Kai-WAN, and Registered in the Land Office as Inland Lot No. 123, and abutting on the North side on a Public Street, measuring thereon 31 feet.

On the South and West side on a Public Street, measuring thereon 125 feet.
On the South and East side on a Public Street, measuring thereon 200 feet.

On the North and West side on a Close (where a Plan for a Public Street is laid out) Registered in the Land Office as Inland Lot No. 124, measuring thereon 150 feet.

For further particulars, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer.
J. M. ARMSTRONG, Auctioneer.
Hongkong, April 24, 1877. my8

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs MELCHERS & Co. to sell by Public Auction, on

SATURDAY,

the 10th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 14th day of December, 1874, given by THOMAS THORNTON ANTHONY, and CARL HEINRICH EISENTHAL, lately carrying on Business in this Colony, as Shipchangers and Storekeepers, under the Style or Firm of BROADBEAR, ANTHONY & Co.,—All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & Co.

Also, THE GOODWILL of the said Business.

TERMS.—Cash on delivery.
LAMBERT, ATKINSON & Co., Auctioneers.
Hongkong, April 26, 1877. my10

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. DENNY, to sell by Public Auction, on

TUESDAY,

the 15th May, 1877, at 2 o'clock p.m., at his Residence "Fair Lea,"—The whole of his HOUSEHOLD FURNITURE, Comprising:—Handsome Rep-covered Drawing-room Suite.

Rosewood Centre Table.
Gilt Framed Pier Glasses, Engravings, Tables, Chairs, Sofas, Hearth Rugs.
Sideboard, Whatnots, Dining Table, Dinner, Dessert and Breakfast Sets, Glass-ware, Crockery and Plated-ware.
Double Size Teakwood Bedstead, Mahogany Cheval Glass, Chest of Drawers, Wardrobes, Toilet Table and Glass, Washstand, &c., &c.

Hainan, Tonquin, and Japanese-ware. A Collection of Books, many relating to China and the Far East.
A Patent Repeater Piano, by Schroder.
A First-class 5 Oared Gig, with Oars, Awning, &c., complete, and a pair of Iron Davits with Falls, &c.

Catalogues will be issued, and the whole to be on view on and after Monday, the 14th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.
Hongkong, May 3, 1877. my15

Notices of Firms.

NOTICE.

WE have This Day Opened a Branch of our Firm at AMOY. Mr F. F. ELLWELL will Act as our AGENT at that Port.
RUSSELL & Co.
Hongkong, May 1, 1877. j62

NOTICE.

THE Undersigned has been appointed AGENT at HONGKONG and its vicinity for "THE BOSTON BOARD OF MARINE UNDERWRITERS," by Power of Attorney, dated Boston, U. S., 1st March, 1877.
T. G. LINSTAD.

Hongkong, April 20, 1877. my7

NOTICE.

WE have This Day Opened a Branch of our Firm at SHANGHAI. Mr CARL KRIES has been admitted a Partner from This Date.

MELCHERS & Co.
Hongkong, April 12, 1877. my12

NOTICE.

MR. WILHELM CARL ENGELBRECHT von FUSTAU, Junior, and Mr CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. FUSTAU & Co.,
Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. j716

NOTICE.

I HAVE This Day CLOSED the HONGKONG BRANCH of my Firm.

F. PEIL,
Hongkong, May 1, 1877. my8

NOTICE.

I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.
Hongkong, April 20, 1877. my20

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices, and Lloyd's Register of Shipping,
2, Club Chambers,
Hongkong, March 17, 1877. sel8

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUICKSHANK, Manager.
Hongkong, November 21, 1876.

Intimations.

NOTICE.

THE OFFICE of the Undersigned is This Day REMOVED, to No. 4, Pedder's Hill.

R. G. ALFORD, Surveyor, &c.
Hongkong, May 1, 1877. my8

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.
Hongkong, May 1, 1877. sel

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

A FIRST BONUS of Five per Cent. upon Contributions for the Year 1876, will be Payable on MONDAY Next, the 7th Instant.

WARRANTS may be had on application at the Office of the Society on and after the 6th Instant.

By Order of the Board,
E. MOORE, Act. Secretary.
Hongkong, May 1, 1877. my7

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the MEMBERS of the above SOCIETY will be Held at the CITY HALL, on MONDAY, the 7th May, at 5 p.m., for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing Year. Members and others taking an interest in the Society are invited to attend.

F. W. BARFF, Hon. Secretary.
Hongkong, April 30, 1877. my7

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch CUM SING (plying between Peddar's Wharf and Tsim-sa-choi), by Mr Buxoo, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account; having no connection whatever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & Co., Praya Central.
Hongkong, April 30, 1877. my30

SPANISH CONSULATE.

NOTICE is hereby given to the Captains of Spanish and Foreign Ships starting for the Islands of Cuba and Porto Rico that His Catholic Majesty's Government has again put in Force the 7th Rule of the Royal Decree of the 26th December, 1872, which has recently been revoked. Consequently Captains and Supergeos are informed that on their arrival at any of the Ports of the said Islands, they shall deliver to the Officers of the Custom House a Manifest duly certified by the Spanish Consul of the Port of Clearance or Departure, declaring whether the Ship is in ballast or giving a description of the Cargo that is on board.

Any Contravention of the said 7th Rule will be punished with a Fine of (\$500) Five Hundred Dollars, or less, according to the circumstances connected therewith.

A. FARAUDO, Consul for Spain.
Hongkong, April 28, 1877. my6

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m.
No. 1, Alexandra Terrace.
Hongkong, April 4, 1877.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this Company was Resumed immediately after the FIRE. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH, Manager.
April 26, 1877. my23

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

Intimations.

FRAUD!!!

A REWARD OF \$200.

IT Having come to our knowledge that some unscrupulous men have been obtaining Business from our Customers in our Name "ATICK," causing much inconvenience both to ourselves and Customers, we beg to notify the Public that in giving their orders to us, they should take care that they are given to our proper representative known as "ATICK," or to persons who will exhibit our Trade Card. We also hereby offer a REWARD of \$200 to any one who shall give such information as shall lead to the prosecution and conviction of those unscrupulous men who obtain Business from our Customers by the false assumption of OUR NAME.

ATICK.

Tailor, Corner of Wellington, and Wyndham Streets.
Hongkong, May 3, 1877. my17

AH YON,

SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

CONSULAT DE FRANCE A HONGKONG.

MONSIEUR A. SIENKIEWICZ, Consul de France à Malte, a roms aujourd'hui à Monsieur G. BOULOUZE, Chancelier, le Service du Consulat de France à Hongkong et Macao.
Le 16 Avril, 1877. my6

Entertainment.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, ON

MONDAY,

May 7th, 1877.
When will be presented a Farical Comedy in Three Acts, by J. H. BYRON, Esq., ENTITLED

"Not such a Fool as he looks."

Tickets may be obtained from Messrs LANE, CRAWFORD & Co., on and after Monday, April 30th, and at the Doors on the Night of Performance.

Doors Open at 8.30. Performance to Commence at Nine o'Clock punctually.

By kind permission of Colonel DICKINS and the Officers of H. M. 28th Regt., their Band will be in attendance.

CHAS. C. COHEN, Hon. Secretary.
Hongkong, April 25, 1877. my7

To Let.

TO LET.

N. O. 3, PECHELI TERRACE, ELGIN STREET, with Immediate Possession.

Apply to LANE, CRAWFORD & Co.
Hongkong, February 7, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD. Binnie Villa, Pok-foo-lum, Furnished.
DAVID SASSOON, SONS & Co.
Hongkong, February 13, 1877.

TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.

The Dwelling House and Offices No. 1, D'Aguilar Street, at present in the occupation of Messrs DOUGLAS LAFRAIK & Co., Possession from the 1st May next.

Apply to DOUGLAS LAFRAIK & Co.
Hongkong, November 17, 1876.

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.
Hongkong, June 28, 1876.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."
Th. ROSEBERRY & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DURAND & Co.'s CLARETS and WHITE WINES.

SHARPE & KERRIE'S PORTS and SHERRIES.

MOULLEN & Co.'s COGNAC, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

For Sale.

FOR SALE,

THE IRON SCREW STEAMER "ALBAY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DONNELL & Co., under special survey of LLOYD'S, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG and WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 1/2 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigger.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12 1/2 feet.

SPEED.—Eight knots on consumption of 8 1/2 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 46 inches in diameter: Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.
Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manilla.

Particulars may be obtained on application to

MORRIS & RAY.
Hongkong, March 29, 1877.

FOR SALE.

A SMALL Invoice of C. BONNEVILLE & Co.'s "Prince of Wales" BRANDY, in Cases of One Dozen Bottles, One Dozen Glass Barrels, and Two Dozen Flasks.

Apply to P. B. CAMA,
7, Hollywood Road.
Hongkong, April 30, 1877. my14

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Two DOLLARS and a HALF. To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

Shipping.

Steamers.

CASTLE LINE OF STEAMERS, FOR HANKOW (DIRECT), The Steamer "BRAEMAR CASTLE" will be despatched for the above Port on or about the

8th Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, May 1, 1877.

FOR COOKTOWN. The British Steamer "JUAN,"

Capt. Stock, will have immediate despatch as above.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

FOR MANILA. The Spanish Steamer "SORSOGON,"

Captain LIZARRA, will have early despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

Shipping.

Steamers.

FOR COOKTOWN AND SYDNEY. The French Steamer "GUNGA,"

Captain GARCEAU, will load here for the above Ports, and will have immediate despatch.

For Freight or Passage, apply to HOP KEE & Co.
Hongkong, April 27, 1877.

Sailing Vessels.

FOR NEW YORK.

NOTICES TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE S. S. *Argentino*, having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Underwriter, whence and/or from the Wharf or Barge delivery may be obtained. Optional Cargo will be forwarded to Yokohama unless notice to the contrary is given before 3 p.m. to-day.

Cargo remaining undelivered after the 6th Proximo will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, April 30, 1877. my6

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. MEIKONG.

NOTICE.

CONSIGNEES of Cargo per S. S. *Euphrate* and *Delta*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 2 o'clock TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Tuesday, the 8th Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY, Agent.

Hongkong, May 2, 1877. my8

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROSITA, American 3-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co. ROBERTA McNEIL, American barque, Captain Brown.—Vogel, Hagedorn & Co. NYSSA, British ship, Captain W. S. Garriock.—Douglas Lapraik & Co. TULLOCHGORM, British 3-m. schooner, Captain Mason.—Wiel & Co. NELSON, British steamer, Capt. Thomas Staples.—Jardine, Matheson & Co. HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.

To-day's Advertisements.

FOR SWATOW, AMOY & TAIWANFOO. The Steamship "HAILONG," Captain ASBOTT, will be despatched for the above Ports on SUNDAY, the 6th Instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, May 4, 1877. my6

FOR MANILA. The British Steamship "BERTHA," WINDHAM, Master, will be despatched for the above Port on MONDAY, the 7th Instant, at 10 a.m. For Freight or Passage, apply to VOGEL, HAGEDORN & Co. Hongkong, May 4, 1877. my7

FOR MANILA. The Spanish Bark "TERESA," CRADA, Master, will be despatched for the above Port on TUESDAY, the 8th Instant, at Noon. For Freight or Passage, apply to SLEMMSEN & Co., Agents. Hongkong, May 4, 1877. my8

FOR MANILA. The Steamship "ESMERALDA," Capt. THEBAUD, will be despatched for the above Port on TUESDAY, the 8th Instant, at Noon. For Freight or Passage, apply to A. MACG. HEATON. Hongkong, May 4, 1877. my8

SHIPPING.

ARRIVALS.

May 4, *China*, German steamer, 648, Akermann, 5th night April 28, and Amoy May 2, General.—SIEMSEN & Co. May 4, H. M. S. *Curler*, from a Cruise. May 4, *St. Joseph*, French barque, 280, Dumont, Keeling April 27, Coal.—CARLOVITZ & Co. May 4, *Helena*, American barque, 603, Snow, Newcastle (N.S.W.) March 6, Coal.—ARSHOLD, KARBURG & Co. May 4, *Norma*, British steamer, 606, A. G. Walker, Swatow May 3, General.—KWOK ACHONG.

DEPARTURES.

May 3, *Fau Teh*, for Shanghai. May 3, *Argentino*, for Yokohama. May 4, *Taiwan*, for Swatow, &c. May 4, *Thingalla*, for Saigon. May 4, *State of Louisiana*, for Swatow. May 4, U. S. S. *Ashtedol*, for Canton. May 4, *Chitah*, for Canton. May 4, *Meikong*, for Shanghai. May 4, *Sorsogon*, for Manila.

CLEARED.

Mount Lebanon, for Victoria (Vancouver's Island). *Feiho*, for Newchwang. *Bertha* (str.), for Manila. *Go Guli*, for Swatow. *Catherine Marden*, for Takou.

PASSENGERS.

Per *China*, from Shanghai and Amoy, 11 Europeans and 22 Chinese. Per *Norma*, from Swatow, 130 Chinese, and 1 European deck.

DEPART.

Per *Meikong*, for Shanghai, Mm Hollday, Mr and Mrs Sutton, Mr P. Carralho and servant, Messrs Ray, Smith and Garrels.—From Marcellus, Messrs Brand, Marsh, Mr and Mrs King, Mr and Mrs Mitchell, Mr and Mrs Ponomareff, Mr Brunard and servant, from Singapore, Messrs Gilliatte and Woodhall. Per *Taiwan*, for Amoy, Mr Henderson,

PASSENGERS.

Per *Sorsogon*, for Manila, Rev. Dn. Francisco Royo and servant, and 3 Chinese. Per *Fau Teh*, for Shanghai, 95 Chinese. Per *Argentino*, for Yokohama, 4 Europeans and 2 Chinese. Per *Thingalla*, for Saigon, 80 Chinese. To DEPART: Per *Lombardy*, for Penang, Major-Gen. the Hon. Sir F. Colborne, K.C.B.; Major Huskisson, A.D.C.; Lt.-Col. Hall, R.A.; Lieut. Saunderson, R.A.; Dep. Surg. Gen. Gilborne, A.M.D. Per *Mount Lebanon*, for Victoria (Vancouver's Island), 265 Chinese. Per *Juan*, for Cooktown, 740 Chinese.

SHIPPING REPORTS.

The German steamer *China* reports: Left Shanghai light vessel on 28th April at 7 a.m., had light winds from S.E. to S.W. with dense fog to Amoy, where we arrived on 1st inst., left again 2nd, and had light S.E. winds and hazy weather to port. On April 29th passed British barque showing W. N. B. L. in Lat. 23.55 N. Long. 123.29 E., and S. S. *Devallion* off Ooksou April 30th.

The British steamer *Norma* reports: Light S.E. winds and clear weather throughout.

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Nov. 28, Western Chief, from London to Hongkong. Nov. 28, Madura, from Cardiff to Hongkong. Dec. 4, Benlutha, from Cardiff to Hongkong. Dec. 17, A. E. Vidal, from Hamburg to Hongkong. Dec. 17, Caricks, from London to Hongkong. Dec. 19, Channel Queen, from Cardiff to Hongkong. Dec. 20, Chinaman, from London to Hongkong. Dec. 22, Sophie, from New York to Hongkong. Dec. 23, Ino, from Greenock to Swatow. Dec. 23, John Nicholson, from New York to Shanghai. Dec. 27, Undine, from London to Shanghai. Dec. 20, Canaan, from Cardiff to Hongkong. Jan. 4, R. Bishop, from London to Hongkong. Jan. 11, Windhover, from London to Shanghai. Jan. 12, Woodhall, from Hamburg to Hongkong. Jan. 12, Hope, from London to Hongkong. Jan. 16, Gryfe, from Cardiff to Hongkong. Jan. 18, Batavia, from Hamburg to Hongkong. Jan. 31, Forward Ho, from London to Shanghai. Feb. 1, Robert Henderson, from Buryport to Hongkong. Feb. 2, Polycesia, from Cardiff to Hongkong. Feb. 5, Carrizal, from Cardiff to Hongkong. Feb. 8, Daphne, from London to Hongkong. Feb. 12, Leading Wind, from Antwerp to Hongkong. Feb. 17, Therese Behn, from Cardiff to Hongkong. Feb. 18, Matchless, from Cardiff to Hongkong. Feb. 19, Cactus O., from Cardiff to Hongkong. Feb. 19, F. P. Lichfield, from Cardiff to Hongkong. Feb. 19, Maipu, from Cardiff to Hongkong. Feb. 20, Fenitih, from London to Hongkong. Feb. 22, Enid, from London to Hongkong. Feb. 22, Osaka, from London to Hongkong. Feb. 22, Belled Will, from London to Shanghai. Feb. 27, Gold Hunter, from Cardiff to Hongkong. Feb. 28, City of Aberdeen, from London to Shanghai. Feb. 28, D. McB. Park, from Sunderland to Singapore and Hongkong. Feb. 28, Janet Ferguson, from Glasgow to Singapore and Hongkong. March 1, Isles of the South, from Cardiff to Hongkong. March 1, Brown Brothers, from Cardiff to Hongkong. March 1, Khedive, from Antwerp to Hongkong. March 2, Paracca, from Cardiff to Hongkong. March 3, A. S. Davis, from Cardiff to Hongkong. March 3, Caller Ou, from Cardiff to Shanghai. March 4, Nimbus, from Cardiff to Hongkong. March 5, Jala, from Cardiff to Hongkong. March 5, Lord Macaulay, from Cardiff to Hongkong. March 7, Alestia, from Cardiff to Chefoo. March 10, Sir Lancelot, from London to Shanghai. March 13, Golden Spur, from Cardiff to Hongkong. March 16, Bessie Morris, from Swansea to Amoy. March 16, Antwerp, from London to Hongkong. March 17, Solndia (str.), from London to Shanghai. March 19, Victoria, from Swansea to Hongkong. March 19, C. W. Coochrane, from Liverpool to Hongkong. March 20, Springfield, from Cardiff to Hongkong. March 20, Warrior, from Cardiff to Hongkong. March 20, George, from Cardiff to Hongkong. March 22, Ajax (str.), from Liverpool to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal. Candia. Deviot. Elgin. Glenhula.

Sailing Vessels.

Duke of Abercorn. Cora. Scindia. Melbourn. James Shephard. Ferdinand Brumm. Priam (str.). Henry S. Sanford. Isle of Erin.

CARGO.

Per *Lombardy*, for London, 400 bales Raw Silk, 10 bales Pongee, 61 pkgs. Tea, and 403 pkgs. Sundries. For Continent, 9 bales Raw Silk, and 11 bales Yaso Silk. For India, about 75 pkgs. Silk, and 500 pkgs. Tea.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SAIGON.—Per MONTGOMERYSHIRE, at 5 p.m., on Saturday, the 5th inst. For HOIHOW AND HAIPHONG.—Per WASHI, at 5 p.m. To-morrow, the 5th inst. For MANILA.—Per BERTHA, at 9.30 a.m., on Monday, the 7th inst., instead of as previously notified. For BANGKOK.—Per RAJANATTANUHAIR, at 5 p.m., on Monday, the 7th inst. For COOKTOWN AND SYDNEY.—Per GUNGA, at 1.30 p.m., on Tuesday, the 8th inst. Mails will also be closed for E. Australia, Tasmania, and New Zealand, 12 cent rates.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet LOMBAR- DY, will be despatched with the Mails for Europe, &c., on SATURDAY, the 5th May.

The following will be the hours of closing the Mails, &c.:—

Friday, 4th May.—

5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the Night Box, which remains open all night.

Saturday, 5th May.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 A.M., Letters may be posted with Postage till

11 A.M., when the Post Office Closes entirely.

11.30 A.M., Letters (but Letters only, addressed to the United Kingdom, Via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 A.M., when the Mail is finally closed.

Hongkong, April 24, 1877. my6

MAILS BY THE FRENCH PACKET.—

The French Contract Packet SINDE, will be despatched from Hongkong on SATURDAY, the 12th May, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet.

The following will be the hours of closing the Mails, &c.:—

Friday, May 11th.—

5 P.M., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, May 12th.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closes except for Late Letters.

(11.10 A.M., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 A.M., when the Post Office Closes entirely.

Hongkong, April 28, 1877. my12

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CITY OF PEKING will be despatched on TUESDAY, the 15th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M., Registry of Letters ceases.

2.30 P.M., Post-Office closes.

2.30 P.M., Correspondence for Japan or the United States only, may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 P.M., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Hongkong, May 2, 1877. my15

General Memoranda.

SUNDAY, May 6:—

Daylight.—Hailong leaves for Coast Ports and Formosa.

Goods per *Argentino* undelivered after this date subject to rent.

MONDAY, May 7:—

10 a.m.—*Bertha* leaves for Manila.

5 p.m.—Meeting of the Hongkong Humane Society at City Hall.

9 p.m.—Amateur Dramatic Club Performance at the City Hall.

TUESDAY, May 8:—

Noon.—Sale of Ground, at Sow-kei-wan.

Noon.—*Teresa* leaves for Manila.

Noon.—*Esmeralda* leaves for Manila.

Goods per *Meikong* undelivered after this date, subject to rent and landing charges.

FRIDAY, May 11:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

TUESDAY, May 15:—

2 p.m.—Sale of Household Furniture, at Dr Denney's residence, Fair Lea.

3 p.m.—American Mail leaves for Yokohama and San Francisco.

SATURDAY, May 19:—

Noon.—Sale of Stock-in-trade of the firm of Bradbury, Anthony & Co.

FRIDAY, June 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—English Mail leaves for Ports of Call and Europe.

Braemar Castle leaves for Hankow on or about this date.

Miscellaneous.

Warrants for Bonus upon Contributions to the Union Ins. Society obtainable.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla, Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.45 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, MAY 4, 1877.

THE case in which a native cook was charged at the Police Court the other day with attempting to swindle his master by false representations as to the quantity of meat he had purchased should prove a useful hint to Europeans in the Colony. The prisoner's employer happened to enquire, by the merest chance, the weight of a piece of meat that had been purchased, and suspecting that it was not nearly the weight represented, he weighed it and found that it was but a few ounces more than half the weight that had been named, and for which he would have been undoubtedly charged by the prisoner. It is more than probable that similar methods of swindling are more or less practised in almost every European house in Hongkong. The European housekeeper has not only to suffer a "squeeze" to the extent probably of about 50 per cent on the purchase of any article, but has in addition to pay for nearly double the weight or amount actually brought into his kitchen. It is satisfactory to observe that the Magistrate visited the offender with a pretty severe punishment, and it is to be hoped that the case will serve as a warning to his fellows. Such practices must be put a stop to or Europeans with limited salaries will find it utterly impossible some day to live in the Colony. This is, however, a form of "swindling" that is comparatively easy to detect, and it will be foreigners' own fault if they allow it, like more complicated forms of "squeezing," to get the upper hand of them.

THE remarks of the Chief Chinese Envoy to England on the occasion of the Deputation from the Anti-Opium Society waiting on him, are well worth attentive consideration. "He had been asked," said His Excellency, "whether the Chinese looked upon the introduction of opium as an evil. No doubt they did, and a very great one, and the Chinese Government was perfectly sincere in its desire to put a stop to the use of the drug (heers), but it was a subject surrounded by many difficulties." What ever credit may be given to the Chinese Government for common sense and patriotism, we cannot imagine that anybody would believe for a moment that the authorities at Peking do not regard opium as an evil to China, or that they would not be glad to see the country altogether purged from the drug. Opium is an evil, if only from the fact that so many millions of the country's wealth are spent on the drug every year, without any benefits accruing in return. The question is not whether the Chinese Government is desirous of getting rid of the drug, but whether it would be prepared to make the necessary sacrifices of revenue to bring about that end. The Home Government would be most happy to get rid of the fearful curse of drink from England, but revenue, vested interests and opposition from a certain portion of the population, stand in the way; and we ask is it even possible for such a weak, bankrupt Government as that of China to root out of that vast and comparatively disjunct empire a similar evil to one which has for generations bid defiance to the attempts of the English Government for its eradication, not from China, but from the enlightened and limited confines of the British islands. "The Chinese Government," continued His Excellency, "were extremely anxious to see an end to the consumption of Opium and to the Opium trade; but unless they were assisted not only by England but by other countries any steps that might be taken would not be sufficient to attain the end in view. The Ambassador had just received despatches from China, in which it was stated that the Dutch in Sumatra and people in other places were commencing the cultivation of the poppy."

and consequently if England were to give it up, the trade would simply fall into the hands of other countries. To attain the end in view it was therefore necessary that an arrangement should be entered into, not only with this country, but with all countries where opium was likely to be produced." Here we have an argument which goes to the root of the whole question, and which shows very clearly how utterly powerless England is, by herself, to stop the opium traffic with China. She may bring the greatest distress and misery upon India by stopping the growth of opium there, but without the co-operation of China and the Governments of several other countries, she is as powerless to prevent opium smoking in the Far East as the Chinese Government is to prevent the consumption of beer and spirits in England. It is questionable if the Chinese, English, and any number of Governments combined, could prevent opium smoking in China, if the people were determined to smoke, without the employment of such extreme measures as the people of England are never likely to sanction. The paragraph we inserted the other night stating that the Portuguese had formed a company for the purpose of growing opium in Mozambique, shows what a suicidal and foolish proceeding it would be for England to prohibit the exportation of opium from India in the hope of preventing the consumption of the drug in China. In fact if such a step were taken without a thorough co-operation with the Chinese Government, nearly enough opium would be grown in China within a few years to meet the demands there for the drug.

LOCAL AND GENERAL.

THE O. S. S. *Ajax* left Singapore for this port on the morning of the 2nd inst.

We are informed by the Agents (Messrs Jardine, Matheson & Co.) that the S. S. *Glenfinlas* left Singapore for this port this morning at daylight.

THE P. M. S. S. *City of Peking* was docked at the Cosmopolitan Docks this forenoon, which speaks well for the capabilities of that establishment.

We learn by the S. S. *Norma*, which arrived to-day from Swatow, that H.M.S. *Hornet* has left that port for Breaker Point, it having been reported that a vessel was ashore at that place. No further particulars were to hand when the *Norma* left.

We learn that a burglarious attack of a serious nature has taken place in an outskirt town in the Colony of Hongkong. On the morning of the 3rd instant a piratical attack was made on a house in Apple-shaw, an island opposite to Aberdeen. Some fifteen men were landed from a junk, and they commenced their depredations on a shop, from which they removed property to the extent of about \$65. The Indian Policeman on the beat came to the scene on hearing the alarm, but he was too late. He and a villager fired about eleven shots between them, and it is believed that two of the burglars were shot, as tracks of blood were visible. The junk was then seen to make for Lama Island, a place in Chinese Territory. The acting Inspector in charge of the Station, Mr Swanson, at once telegraphed to the Central Station, when the news was immediately made known to the Government. E. M. S. *Curler* received orders to proceed without delay to the scene of the burglary, with Mr McEuen, acting Deputy Superintendent of Police on board; but the man-of-war returned this morning without having achieved any successful results. The matter is still in the hands of the Police, and Mr McEuen did not return in the *Curler*.

Police Intelligence.

(Both Magistrates Sitting.)

May 4, 1877.

OBSTRUCTION.

Chur Akit and two others, runner to Chinese boarding houses, were brought up for having gone on board the steamer *Courmour* on her arrival from Saigon before the Health Officer visited the vessel. The 1st defendant, who was proved to have been convicted before, was fined \$10 or 14 days' hard labour; the others were fined \$5 or 7 days' hard labour. As the 1st defendant was leaving the dock, he made use of an abusive and indecent expression. He was, therefore, recalled, and sent to one month's additional hard labour for contempt of Court, and to be twice exposed in the stocks for one hour each time.

BARING ROBBERY.

Wong Apo, a coolie, was brought up for being concerned in a burglarious attack on the house of one Cheang Cheong Mooy on the night of the 20th April. The complainant, with her mother-in-law and sister-in-law and several children, was living in house No. 20 Saiwan, Belc er's Bay, and about 1 a.m. during the night the house was broken into by about six men, some armed and some with torch lights. The complainant was positive of the prisoner's identity, as he was one of the three who came into her room and robbed her of a box. He had a short iron bar, while his comrades had torch lights. The prisoner was the man who carried away her box, and when she called out "save life" one of the burglars struck her with an iron instrument a severe blow on the wrist. One man who had a sword tried to take a pair of breeches off her wrists, and

because she resisted she was struck again by one man who had an iron bar. She was positive of the prisoner's identity and she plucked him out from among a line of other prisoners. She was afterwards told to go to the Station, where she saw a box which she identified as her property. All the contents were correct. The complainant also identified other things plucked up by the Police, but which had been robbed from the house. Further evidence regarding arrest by Sergt. Ferry, and the wounding of him by hitting, was produced, and the prisoner was called on to make his defence. The prisoner admitted the charge and said that he was induced to do so by some men who asked him to go to make his fortune. He was committed for trial.

China.

HUKOW.

Petition of the KIUKIANG Tea Merchants against the opening of HUKOW as a port of call.

The Tea Merchants of Kiukiang (26 hong names given) present a petition. They most humbly beg to state that, inasmuch as the measure intended to be a benefit to the people will in reality prove most disadvantageous, they pray your Excellency will, of your goodness, be pleased to represent the matter to the high authorities, and request a suspension or abrogation of the proposed change.

Your petitioners have received Your Excellency's proclamation announcing that, in accordance with the terms of the Convention concluded on the settlement of the Yunnan affair, the six ports of call selected under that agreement would be opened for the discharge and shipment of cargo as soon as regulations had been agreed upon, &c.

Your petitioners would observe as regards Hukow, that it is only distant 60 li from Kiukiang; that since the latter port was opened to trade, now over ten years, all merchandise conveyed by steamers, while being brought from or conveyed to the interior parts of Kiangsi, has, as a rule, merely passed the confines of Hukow (the necessity of stopping there never having arisen), which practice, while conforming to the existing regulation, has proved mutually advantageous to both the Customs and merchants. Furthermore, Kiukiang itself produces no exports whatever, and being a small place, the local consumption of imports is insignificant; so that whenever Hukow is opened as a subsidiary port, Kiukiang will lose all the shipping business centred there, which must inevitably result in the complete ruin of our trade now established at this port; and this, too, without being of the slightest gain to Hukow, while to the merchants and people of Kiukiang it cannot fail to be most disastrous.

stream of visitors along the path leading to the stone god.—N. C. D. News.

WUCHANG.

The recent journey of Messrs. Judd and Brompton, of the China Inland Mission at this place to the capital of Kweichow, was, though a quiet one, full of interest. They left Wuchang January 2nd, and on the 9th arrived at the important city of Yohchow, at the junction of the Yangtze lake with the Yangtze. At this place, two years ago, Mr. Judd was placed in serious peril by a mob which assaulted him in the palace of the chief official. This time, however, they passed entirely through the city, and having rested the night on their boat returned to it next day without hindrance. Large crowds followed them, and for hours after they went back to their boat on the second day they were constantly visited by small boats, containing persons wanting to buy books. They remarked that the small boats were chiefly rowed by women. No copies of the proclamation concerning foreigners had been posted in Yohchow, and an officer to whom Mr. Judd showed a copy declared indignantly that they dared not post them, fearing the "fierceness" of the people. The people of Hunan seem to have an extraordinary dread of their own bravery, which in this instance at least was not shared by the foreigners, as it seems likely that many knew of the proclamation and respected it, though it had not been put up in their streets.

Having crossed the lake they entered and passed up the Yuen-chiang and here, in view of some pretty scenery; the water of the river is clear, the banks are of red gravel and rocky, and the hills are covered with bamboo and evergreen. For many miles nearly all the fishing-boats they passed had cormorants. At one place they saw over a hundred of these together. They also saw fishing-boats about twenty-five feet long by twenty-seven inches wide in the middle. From one side was stretched a framework of bamboo strips, the length of the boat, and two and a half feet wide, and whitened on the upper surface. The boats go out by moonlight; the fishes see the moonlight on the white framework, leap upon it and are caught.

At Liu Siu Tang they were shown, in the river bank, several holes scraped out from six to ten inches deep. On applying a light to these a bright blue flame burned some minutes without small and ran along the ground, very like the burning of spirits of wine.

At Chang-teh Fu there were no proclamations, but they were very politely treated, and one red button military officer, who said he was formerly at Shanghai, shaking them both hands, and other officials insisting on going about with them to be sure that they were well treated. From this place the vegetation is still more abundant and luxuriant. They found one tree, an evergreen of very hard fragrant wood, to be thirty-feet in circumference.

Further on they came to a rocky hill said to have a cavern seven ft. in length within it. This is called T'ao-yuen-tung, and is thirty ft. beyond T'ao-yuen-tung. Some ft. beyond this they came to an extraordinary rock called Ch'uen-shi. It is about three hundred feet high, of cone-like shape, and is pierced at about twenty feet above its base, by an opening twenty feet from ground to roof.

On the 19th January they came to four small rapids at T'ao-yuen-tung, and thence onward to February 4th, when they concluded their river journey the rapids were numerous and often perilous. Soon after passing the Ch'uen-shi they reached a small village called Kua-pai-shan, situated at the foot of a hill. There was no street, but every house had a flight of about fifty stone steps leading down to the river. All the inhabitants seemed to be engaged in making lanterns or bamboo ropes used for pulling boats over the rapids. Hempen ropes are not used for that purpose. At this village the river takes a sudden turn, so that the hills seemed to encompass them on every side.

On the 31st they reached a small village called Sin Long Kai. Here, on opposite sides of the river are two rocky hills each one thousand feet high. They are called "The two sisters," and the summit of each hill is crowned by a temple occupied by nuns. Ascending one of these hills, the travellers obtained a magnificent view of mountain scenery, range after range of hills extending in every direction as far as the eye could reach.

At Shih-shan Fu they spread and sold books, and received only courteous treatment.

Lu chi Hsien they found a small city with apparently no suburbs. Behind it are some splendid mountains. On the S. W. a river whose springs are in the borders of Szechuen joins the Yuen Chiang. Thirty ft. beyond Lu Chi they came to the wonderful cavern of Matu Ngai. Here for a considerable distance the hills on the side of the river present the appearance of having been rent in the midst with a flat surface to the water. Where the caves are the rocks rise in a perpendicular line from the water's edge over one hundred feet. Their face shows that they are composed of strata each about ten feet thick. Fifty or sixty feet above the water's edge and fixed under a slight projection of rock is a wooden box or cupboard. A little further on in the same stratum is a large hole across which are fixed several holes arranged as if they had supported a floor. Still further on, a little higher up but in the same stratum is a narrow, placed lengthwise, its side just about even with the face of the rock. The natives have no tradition to explain the placing of these things in this strange position, and the face of the country does not seem to indicate that there has been any deluge which could have swept and deposited them there.

They assured the travellers that the gods had done that strange thing, and told how when many years ago covetous persons sought to gain an entrance to the cupboard which was and is still believed to contain immense treasures, by being let down by a rope from above, thunders shook the mountain, and they were glad to be hauled back out of danger. They explored one cave, by climbing from their boat to the entrance some ten to fifteen feet directly above. The gateway is about twenty feet high. After walking about twenty paces, they found the cavern divided into three passages. The one to the left was evidently at times the passage way of a subterranean stream; the mud was undried, and had all the appearance of a rapid current having run over it. In one part of this roof, about eight feet high, is covered with stalactites. The middle passage is at first somewhat like the inside of a great dome, perhaps seventy feet high, with rocks of stalactites rising from the ground like pianos to

ten, fifteen and twenty feet. They walked on by the light of a small lamp and two candles, sometimes having to stoop to pass the low roof, at others only able to hold their lights up upon sticks to see dimly the vaulted roof; at other places passing deep caverns, which their lights could not fathom. At last they turned back, leaving the unexplored depths still beyond them. The natives say the cave is forty ft. deep.

Pursuing their river journey they saw (1st February,) some men fishing with an otter tethered to their boat. The animal dived into the water, and bringing up fish retrieved them beautifully.

That night, near Ma-yang, they visited a sugar-factory where the cane was pressed between cylinders of wood moved upon each other by a buffalo. The sugar thus pressed out, boiled in coppers and dried on mats of split bamboo, is retailed at twenty-two cash per cattie.

On 5th February they left the river, and went the remainder of the way by land to the middle of Kweichow.—Shanghai Courier.

THE TURKISH SULTAN.

Constantinople, March 13.

Honourable members from the other side of Jordan, from the distant parts of Mesopotamia and the vicinity of Mount Ararat, linger on their long road to the capital, and consequently the opening of Parliament has been postponed until Monday next, when, according to present arrangements, the Sultan will receive the deputies in the great hall of Dolma Baghiche, will make them a speech, and then send them across the Horn to their work in their allotted quarters in the old Dar-ul-Fonoun, which likewise houses the Ministers of Commerce and of Public Works. The Sultan visited these quarters on Sunday, and I chanced to be there at the same time. He drove up very quietly in a carriage and pair, with Said Pasha in a brougham following. He had no military escort, and the straggling tail of servants on ragged ponies, which in the days of Abdul Aziz would have stretched from end to end of the Karakul bridge, was docked to a stump. Only four or five followers rode behind the Imperial carriage. Said Pasha showed his Majesty over the rooms, and seemed to be talking to him without any restraint, the Sultan keeping up with him a lively conversation, asking many questions, pointing out different objects, and evidently interested in what he was about. He stayed there the best part of an hour; he seemed to be in good spirits, his movements were brisk, and as to the deadly "pallor" which the gay fancy of a recent writer discovered in his face, let it be said that the Imperial complexion is that of an average Armenian, only somewhat clearer, being less decidedly olive in the shadows. The face is not handsome nor remarkable in anything except in its composure. The expression is soft and devoid of sternness, and, notwithstanding the difference of complexion, Abdul Medjid was fair, with blue eyes—the general contour seen from a distance calls to mind the rather weak countenance of his father. From a closer point of view the likeness disappears, and the stronger character of Abdul Hamid's face, especially in the lower features, becomes evident. The elaborate fantasia with variations on the theme of the Sultan's insanity, performed by the Pera correspondent of the Times of March 3, closes with a melodramatic story about a conversation between his Majesty and his stepmother on family matters, over which the Sultan became excited, and clapped his hand upon the "hilt of his sabre." As the scene must have taken place in the harem, the correspondent ought to have explained that, although the Sultan wears no weapons in public, except a dress sword once a week when he goes to mosque, the Grand Turk always arms himself with the teeth when he retires to his family apartments. The "sabre" in question was of course the sword of Othman, which upon his thigh when he goes to bed at night and takes off when he leaves the harem in the morning. The letter is full of other misstatements and absurdities. It is quite true that the influence of Mahmoud Danat at the palace is unwholesome in quality and excessive in quantity; but he has not the stuff in him to maintain it with Rejif the Seraskier for his sole ally; it is sensibly weaker than it was a month ago. That the Sultan does not receive his ministers is untrue; he not only receives them whenever they ask for an audience, but he frequently invites them to converse with him of an evening. It is strange that a writer professing to be conversant with all the details of the inner life at the palace should have omitted to mention the Sultan's conduct towards Sheket Effendi and his two little sisters. These are the last children of Abdul Aziz, whose mother died three years ago, and who were swept away from the palace with the rest of the contents of the fallen monarch's harem. When Murad was placed on the throne, the Sultan has found them out, and he having his little cousins brought up with his own children, of whom he has three.

The Porte for the present demurs to the demands of the Montenegrins, not so much on account of the extent of territory demanded, but on account of the peculiar and specific character of the demands, which, as interpreted by Ahmet Moukhtar, have a strategic significance, and are designed to give the mountaineers the command of all the southern part of the Herzegovina, by setting back the Turkish line of defence to the Neretva. The Montenegrins continue to plead their case as one of life or death. They would be quiet, and industrious if they could, but they have no material to work upon, and must live somehow. Without the bounty of Russia they could not exist, and by accepting that bounty they are bound to serve Russian ends. In fact, it is a case of Fagin and Oliver Twist. Austria appears to be very desirous of getting Oliver out of Fagin's hands, and presses the Porte to that end. To which the Porte replies, "This is obviously rather a work of humanity than a political question which you ask me to solve. I am quite willing, but I do not wish to monopolize all the merit, nor indeed all the expense, of rescuing Montenegrins from their thraldom. By the earnest way in which you plead for the Montenegrins, I am sure you would like to contribute to their happiness and your geographical position enables you to do this much better than I can. Look at my share of the Adriatic coast, and compare with it your own, and see whether you cannot better afford than I to give them a port. If I give them land for pasture and cultivation, give you them an opening to the sea, and let us divide the philanthropic work between us."—Fall Mail Gazette.

MAIL COACHES.

The letters, Mr. Palmer proposed, should be carried in strong and well-guarded coaches made expressly for the purpose, while the post-horses should be the best England could supply; each coach should be accompanied by a man carrying firearms, and the post-boys should be well equipped for any dangers they might encounter: the coaches laden with the London mails were all to start from London at the same hour every evening, and their departure from the country should be so regulated as to ensure as far as possible their simultaneous arrival in London every morning. This plan, admirably as it was in harmony with the English taste, even to every exact detail, and hailed as it was, accordingly, with cheers from the multitude, met with opposition from a large and powerful party, and angry discussions arose in the wayside inns, at the clubs, at the dining-table, in the drawing-room, and even in the streets; for there were in those days, as now, many who set themselves resolutely to oppose any novelty, as fraught with evils, and dangers immeasurable.

William Pitt, with his usual sagacity, at once comprehended that it was both excellent and practicable; accordingly he, from the malcontents, brought to the decision that Mr. Palmer's mail-coach theory should be adopted; and Mr. Palmer was installed at the Post Office as Comptroller-General, which promotion enabled him to perfect all arrangements, and the first mail-coach left London for Bristol on the evening of August 4, 1784. The era of mail-coaches lasted for about half a century; these safely guarded and well-appointed vehicles increasing in number till within two years of their eclipse by the railway, when they had mounted to as many as twenty-seven, which started from the General Post Office and Piccadilly every evening. "A short time before the hour of starting, the mail-coaches arrived in the yard around the Post Office, from their respective inns, with the passengers already in their places. Through the iron railings, by the light of innumerable lamps, the public could see the process of packing the mail bags. It was really a fine sight to see twenty of these vehicles drawn up, each carrying the same station night after night; the horses fine and spirited animals; the harness unexceptionally neat, and the coachmen and guards wearing the king's livery. As the clock struck eight, the Post Office porters dragged out huge bags, of which the guards of the different mails took charge. In a few minutes each coach, one by one, passed out of the yard, and the sound of the guard's horn became lost in the noise of the streets." About six of the mail-coaches started from the western end of Piccadilly, the bags for their mails being conveyed in light carts under the care of guards. The starting of these was a sight for the people of the West End. At about twenty minutes past eight the mail-coach "drove up at great speed, the guards' horns warning passengers to make way; the bags transported to the mail-coaches, the bugles sounded, and each coach successively took its departure. So spirited was the mail-coach travelling, that we find English gentlemen of that period declaring "five years of life" to be "worth giving up" for the privilege of an outside place on a mail-coach. Crowds would stand all along the line of the mail-coach route from London, to see it dashing past, and to catch the earliest news, especially during the occurrence of stirring events. The result of Queen Caroline's trial was shouted to the waiting crowds from the top of the mail-coach as it flew swiftly through the country roads. Such a brilliant reputation had the post-horses, that all the noblemen in England greatly desired their favourite steeds to make at least one journey with the letter-mail. A slight indeed after the hearts of the English was that of the mail-coach, with horses whose strength, celerity and spirit were renowned throughout Europe, guards powerful and trusty, and the whole enlivened by the sound of the post-horn.—St. James's Magazine.

LADY DOCTORS.

(Truth.)
WOMAN has triumphed. The University of London has decided to admit the gentle sex to its medical degree, and we are to have lady doctors after all. One or two women, as every-one knows, have already obtained medical qualifications, but it has been done in each case by a lucky chance, and no sooner had they examined body admitted a lady than it has straightway repented, and refused to extend the same privilege to any others of her sex. And in some medical schools, notably in Edinburgh, a Miss Peck, admitted to the chemistry class there, won the first prize; but Professor Crum Brown, with ultracannism even for a Scot, refused to give it her; while none of the ladies studying there were allowed to go up for the degree. The truth is, that women desirous of entering the medical profession have been kept out simply by the jealousy of those men who are already licensed to kill. Like other professions, that of medicine is a gigantic trade union, and the doctors and their representative organs have raised a unanimous howl at the bare idea of women entering into competition with them. Such an outcry is all the more curious, when we remember that the doctor's right hand, the nurse, is almost invariably a woman, and surely in many cases—dangerous ones, too—the recovery of the patient depends as much upon her as upon the medical man. But leaving that question for the present, can any one, no matter how prejudiced, deny the right of a woman to enter a profession for which she has, in many ways, special qualifications? We are not discussing the question whether ladies will develop large practices as doctors or not, that has nothing to do with the justice of the demand to be admitted to diplomas, and we are contending simply for that, and for the right of a woman to follow her own way, special qualifications? We are not discussing the question whether ladies will develop large practices as doctors or not, that has nothing to do with the justice of the demand to be admitted to diplomas, and we are contending simply for that, and for the right of a woman to follow her own way, special qualifications? We are not discussing the question whether ladies will develop large practices as doctors or not, that has nothing to do with the justice of the demand to be admitted to diplomas, and we are contending simply for that, and for the right of a woman to follow her own way, special qualifications?

We hail, then, the decision of the Senate of the University of London with profound satisfaction. No medical degree ranks higher, and it is to be thrown open to such women as choose to undergo the required course of study, and can pass the examinations. It is said that few ladies will avail themselves of the chance, and that is quite possible, for the medical profession, like all others, is overstocked; but that is not the point we are discussing. Women, who have at present but few spheres of remunerative intellectual activity open to them, demanded admission to the profession, and all honour to the University of London that it has thrown open its doors to them. There are other difficulties to be overcome, no doubt, such as the permission to attend classes at the medical schools, and so forth; but with the smiles

of the Senate, of the courteous Granville, the acidulated Lowe, and the scientific Paget and his medical brethren, any remaining barriers will soon be conquered. And how delightful is the thought of a lady doctor! What could be more noteworthy than the presence of a feminine medical ministrant to the cravings of a carerom constitution! Why should a woman be less womanly because she playfully adjusts the bandage, or prescribes the harmless necessary pill? Is she to forswear all charming consciousness of her own beauty because she knows how the *sterno-cleidomastoides* aids the graceful pose of her head; will she deny her lover the kiss, since she is aware of the action of the *orbicularis oris* during that "tenderest pledge of soft affections"? Will she be a worse sister, daughter, or wife, because she has a right to put M.D. after her name? Shade of Hippocrates forbid! Rather will she echo the words of a brilliant operator and sound anatomist, who made his heroine say as follows:—

"O Medulla," he cried, "O thou light of my life, Thou pith of my skeleton's essence, And I buried my head, like a faithful wife, In my husband's subclavian fossa."

A LION AND LEOPARD FIGHT.

The Zoological Gardens at Pesh have just been the scene of a combat worthy of Nero or Elagabalus. The cage tenanted by a lion and lioness happened to be next to that in which dwelt a female leopard, for whom the captive queen of the desert entertained a special hatred. Probably she was jealous of the bright eyes and beautiful skin of her neighbour, and may possibly have suspected her lord and master of casting a tender regard or two across the barrier which separated the two dens. The suspicious, brooded over in silence, became a devouring passion, and it ripened into certainty at the precise moment when vengeance happened to become possible. The keeper of the gardens had inadvertently one day left hanging within the lion's cage the chain which served to draw up the partition, and the lion was not long in seizing it and beginning to pull. Whether he was animated with a spirit of curiosity or by curiosity alone must remain a matter of conjecture. But the result was that the partition flew up, and the road remained open from one cage to the other. Through it instantly rushed the lioness, breathing hatred and malice, but the lion had no sooner dropped the chain and prepared to follow in chase than the portcullis fell and the passage was barred again. In the meantime, however, a struggle commenced between the two lady warriors such as has not been seen in Europe since the palmy days of the amphitheatre. The leopard, wroth at the first onset, attempted to take refuge from the foe by jumping and hanging to the top rails of the cage. It was all in vain, however. She was brought to bay again, and compelled to fight face to face with the terrible invader. For 20 long minutes the battle raged in royal style. The neck and shoulders of the lioness were deeply furrowed with red gashes. But her victim was overmatched, and at length thrown on her back when the coup de grace was given by the savage fangs of the victor. The lion who had been looking on—probably with mingled feelings—at the scene will now, no doubt, be restored to the affectionate confidence of his spouse. Nothing remained, at the end of the encounter, of the pretty spotted skin which had so captivated him but a few torn and mangled scraps, and the romance of the cages, if romance there was, came to a tragical end.—Globe.

A LITTLE MUSIC.

"Will Mrs Smythson favour us?"
(I pray kind fate she won't).
'Oh, do! Just sing me one little song,'
(Oh, if you love me, don't).
"She cannot sing the old songs—"
Well, no one said she could;
She'd like to lay her down to rest,
Indeed, I wish she would.
"He mourns a love that loves him not—"
I quite believe that true.
Her heart, her heart, is o'er the sea;
I would her voice were too.
"Why does she sing the live-long day!"
Ah, why? I'd like to know.
She loves, 'tis all that she can say—
Well, say it, do, and go.
"No more! No more! Ye gods are kind;
No longer will I scoff.
What, Brown? And brought his violin?
Go on, then; I'll be off."

The claim to the rowing championship of the world, won by Trickett, is likely in a few weeks, to be contested on the Parramatta River; Rush, the celebrated Clarence River puller, and champion of Australia, having challenged Trickett. That the race will be a well-contested one there is no doubt; and Rush's well-known prowess with the oars and men pull in equal boats there is, we believe, no choice of call. Indeed, to use an Hibernicism, "both are the favourites."

COMMERCIAL.

May 4.
The course of the market for Bengal Opium, during the closing fortnight, has not been characterized by any special circumstance calling for notice. A steady demand has existed for both kinds of drug; and the rate for Patna, taking into consideration the large supply of Old that will have to be worked off at so late a period, has but very slightly fluctuated, owing to the men pull in equal boats there is, we believe, no choice of call. Indeed, to use an Hibernicism, "both are the favourites."

During the past fortnight transactions in Congou have amounted to about 9,700 boxes; the demand has chiefly run upon the better grades, the prices asked by tea-men for common descriptions being much too high to tempt buyers into operations. Purchases have generally been made at from Tls. 21 a 23, but a few small parcels of finest tea have found buyers at Tls. 30 and upwards; no change can be quoted in the market; prices have, in some instances, ruled rather lower, but the quality of the settlements demands a falling off. Shipments from Macao continue on a fair scale, and consist for the most part of contract teas.

Scented Teas.—Musters have been shown on the market during the past few days, and about 4,000 a 8,000 boxes of Capers and Pekoes have been packed for early shipment; prices have not yet transpired, but they are said to range from Tls. 21 a 23 for fair to fine. It is perhaps premature to offer any opinion on the quality of the crop, but, as far as can be seen, it is likely to be inferior to that of last season; the Capers being apparently of poor make, much mixed in leaf, and coarser in cup, while the Pekoes show no improvement on the indifferent teas of last year. In our next issue we shall doubtless be able to advise a considerable business. Scenting flower has been in fair supply and of good quality, and has been purchasable at lower rates than at this time last year.

The following are the shipments of New Season's Congou to date:—

Total as per last statement 176,619 lbs.
April 7, S. S. Agamemnon, 14,470 lbs.;
April 19, S. S. Nymphe, 155,884 lbs.; April 21, S. S. Antenor, 84,684 lbs.; April 23, S. S. Irawaddy, (Cargo not yet circulated). Total 431,657 lbs.

Shipments of Congou to this date last season were 461,489 lbs.

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Messrs. HEINEMANN & Co.'s Freight Circular, for the Mail of Saturday, 5th May, says:—

A good business has been transacted in the market during the past fortnight, especially in Home charters, and freights have been well maintained though there has been no actual advance.

Homeswards, demand has been principally for tonnage to land here for London and New York, a large quantity of Sugar going forward to both ports. The rate for London is about £2 15s., and for New York about \$10 1/2 gold per ton of 20 cwt. There is also some enquiry for the Philippines, but business is limited, owing to scarcity of suitable vessels. Rates may be quoted as £3 10s. per ton all Sugar to the United Kingdom, and about \$13 gold per ton to New York.

Coastwise, a fair demand exists for small vessels both for the Northern Ports and for Bangkok, but for Saigon there is little doing either for steamers or sailing vessels. From Bangkok to Hongkong 30/35 cents per picul is offered for sailers, and from Saigon to this rate for steamers is nominally 18 to 19 cents per picul with very slight enquiry.

The British ship *Christian McAusland*, 990 tons, proceeds to Manila to load there under orders from home. The German brig *Sophie*, 210 tons, proceeds to Takao to load for Yokohama under monthly charter effected in Amoy.

The disengaged tonnage in port amounts to 7 vessels, registering 3,231 tons.

The following are the settlements:—

British ship *Leucadia*, 896, hence to London, private.

British bark *Lalla Rookh*, 814, hence to London, private.

British bark *Arabella*, 865, hence and Swatow to London, private.

American ship *New Era*, 1147, hence to New York, private.

American ship *Thomas Lord*, 1315, hence to New York, private.

American bark *Albert Russell*, 762, hence to New York, private.

German bark *Ellen Rickmers*, 307, hence to New York, private.

American bark *William H. Dietz*, 487, hence to San Francisco, private.

German bark *Hydra*, 785, hence to Callao, private.

German ship *America*, 1219, Cebu to London or Liverpool or to New York or Boston, private.

British bark *Glengairn*, 895, Iloilo to Channel for orders to discharge at a port in the United Kingdom or on Continent, private.

American ship *Mary-Whitridge*, 862, Manila or Iloilo to New York or Boston, private.

French bark *Eudoxie-Adolphe*, 204, Whampoa to Tientsin and back to Hongkong via Newchwang, 62 1/2 cents per picul, 30 day days, if to Chefoo, 42 1/2 cents per picul, 30 day days.

German bark *Gustav Adolph*, 300, Whampoa to Tientsin and back to Hongkong via Newchwang, 62 1/2 cents per picul, 30 day days.

Danish brig *Jylland*, 267, Takao to Yokohama, 37 1/2 cents per picul, and Newchwang to Hongkong, 30 cents per picul, 30 day days.

British 3-m. schooner *Catherine Mardon*, 287, Takao to Yokohama, 37 1/2 cents per picul, 30 day days, and Newchwang to Hongkong, 29 cents per picul, 22 day days.

German bark *Peiho*, 251, hence to Newchwang and back, 36 cents per picul, 15 day days.

French brig *Charles Maureau*, 358, hence to Newchwang and back, 35 cents per picul, 25 day days.

British bark *Evening Star*, 371, hence to Haiphong and back, \$3,300 in full, 30 day days.

British schooner *Tullochgorum*, 175, hence to Haiphong and back, \$1,800 in full, 20 day days.

American bark *Wealthy Pendleton*, 809, Keelung to Hongkong, \$2.75 per ton of 20 cwt., 20 day days.

British steamer *Benarty*, 1750, hence to Saigon and back, 25 cents per picul, 15 day days.

British steamer *Venice*, 1271, Saigon to Hongkong, 22 cents per picul, 12 day days.

German bark *A. T. Stalkecht*, 539, Saigon to Amoy, 25 cents per picul, 25 day days.

French steamer *Gunga*, 797, hence to Cooktown and Sydney \$15,000 in full.

Spanish steamer *Zamboanga*, 681, hence to Cooktown and back via Saigon, \$14,000 in full.

Messrs DEACON & Co.'s Canton Market Report, dated Canton, 2nd May, says:—

During the past fortnight transactions in Congou have amounted to about 9,700 boxes; the demand has chiefly run upon the better grades, the prices asked by tea-men for common descriptions being much too high to tempt buyers into operations. Purchases have generally been made at from Tls. 21 a 23, but a few small parcels of finest tea have found buyers at Tls. 30 and upwards; no change can be quoted in the market; prices have, in some instances, ruled rather lower, but the quality of the settlements demands a falling off. Shipments from Macao continue on a fair scale, and consist for the most part of contract teas.

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INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Malthouse, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,
Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1866.

MAILS.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;
Also,
Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **LOMBARDY**, Captain HALL, will leave this on SATURDAY, the 5th May, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, April 24, 1877. myo

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer **CITY OF PEKING** will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th May, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th May. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 6, Praya Central.

RUSSELL & Co., Agents.
Hongkong, April 16, 1877. my15

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL

AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on FRIDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, May 1, 1877. jol

INTIMATIONS.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE CHINESE MAIL.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.
Hongkong, February 20, 1874.

INTIMATIONS.

AFONG, PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB.
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Radnorshire a supply of very handsome Enamel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shapes of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.
Hongkong, March 28, 1877.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address
MR CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

Now Ready.

"THE CHINA REVIEW,"
No. 4, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Essays on the Chinese Language, (Continued from page 162.)

Deer-Stalking in China.

Chinese Dentistry.

Chinese Intercourse with the Countries of Central and Western Asia during the Fifteenth Century, Part II. (Continued from page 182.)

A Legend of the Peking Bell-Tower.

A Chinese Hornbook.

The Law of Inheritance.

A Chinese Dictionary in the Cantonese Dialect.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.—
A Chinese Dictionary in the Cantonese Dialect.

"Watching Spirits,"
Chinese Folk-lore.

Yin and Yang, according to Aristotle.

Pigdin English.

Goethe's "Werther" in China.

Chinese Music.

White Ants.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, March 20, 1877.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. Anson has been appointed Manager, and all Orders addressed to him at 67, Praya, or to Mr. FAY JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 13, 1877. mcl9

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr. Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Hing Shop, Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shan Loong Hong.

Amoy.—Chiu Cheung Hong, Mook Kek Street.

Foochow.—Mr. Yu Ching Cheong, Foochow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chui Sing Hoi, Messrs. Jardine, Matheson & Co.; Mr. Kwong Chuen Book, Educational Mission School; and Mr. Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leung Chiu Tung, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Eoo Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agents; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

INTIMATIONS.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$13.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE CO., of 20, OLD BROAD STREET, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE CO. 20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £340,000.

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. McIVER as its AGENT in HONGKONG.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

PRICE \$6.

THE TREATY PORTS

OF China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH Peking, Yedo, Hongkong and Macao.

FORMING A GUIDE BOOK & VADE MECUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

8vo. pp. 618. With 20 MAPS and PLANS.

by
WM. F. MAYERS, N. B. DENNY, and CHAS. KING.

COMPILED AND EDITED BY N. B. DENNY, PRD.

LONDON: N. TRUBNER & Co.

HONGKONG: China Mail Office.

Price, \$5, leather half bound.

The scope of this work includes detailed descriptions of important Cities and Monuments, notes on the Climate and general TOPOGRAPHY, FAUNA, FLORA, GEOLOGY and METEOROLOGY of each Port and its neighbourhood, with HISTORICAL Notices and minute details respecting the rise and progress and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the TRADE of each open Port, compiled from official returns, together with statements respecting COINAGE, CURRENCY, and EXCHANGES, LINES OF STEAM COMMUNICATION, DISTANCES, and rates of PASSAGE Money. Hints, and recommendations to travellers, giving full particulars of OUTFIT and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and Mode of Living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains an historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1866, including POLITICAL EVENTS, Changes in the GOVERNMENT SERVICE, the passing of important ORDINANCES, the ARRIVAL and DEPARTURE of EMINENT RESIDENTS, a record of the most notable PIRACIES, ROBBERIES, MURDERS, FRAUDS, FIRES and CRIMINAL TRIALS, ADDRESSES and PRESENTATIONS, &c., &c.

The appendix contains full tables of the various steam companies' lines. It also includes a CATALOGUE of over 440 works published in the English language upon China and Japan, while a copious INDEX at the end of the work affords a ready means of reference to the reader.

HONGKONG MARKET PRICES.

Corrected to Saturday, April 28, 1877.

At 1110 Cash per Dollar Mexican.

PAID Highest Lowest Cash.

Butcher Meat.

Bacon, English, lb. 450 400

" Ame. Sugar cured, 300 250

" Foochow, 160 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, catty 150 140

" Roast, 150 140

" Soup, 100 90

" Steak, 140 150

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 150 140

" Hump, Salt, 110 100

" Feet, 50 40

" Kidneys, 60 50

" Tail, 100 90

" Liver, 80 60

" Tripe (undressed), catty 50 40

Calves' Head and Feet, set 500 400

Hams, American, lb. 300 280

" Chinese, 180 170

" English, 360 340

Mutton Chop, 180 170

" Leg, 180 170

" Shoulder, 130 120